

The
**NEW
CITROËN
SIX**

CITROËN

Six-Cylinder 20 h.p.

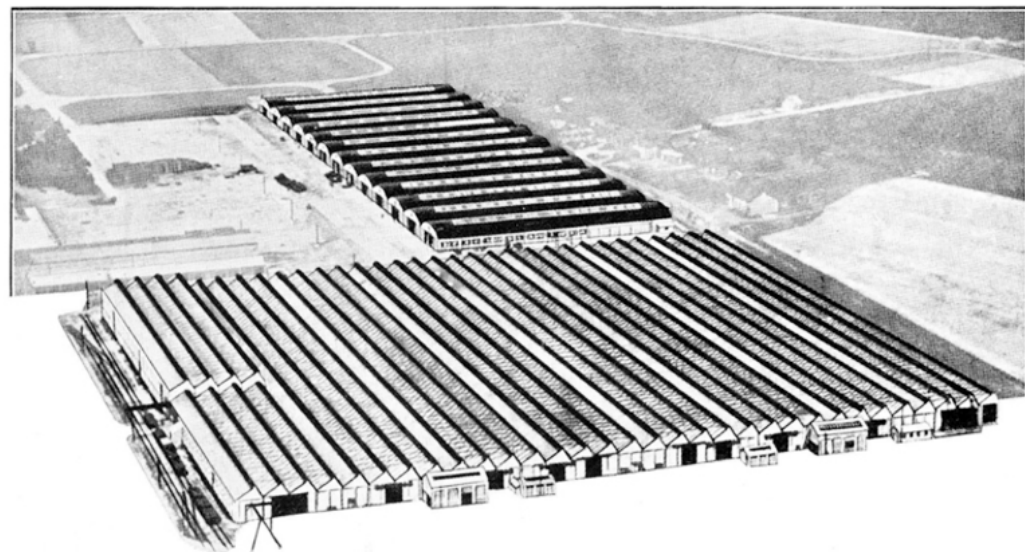


CITROËN CARS LTD.
97-99 PALMER ST., SYDNEY

The New Citroën SIX

The Ideal Factory

Situated at Slough, England, the Citroën Works cover 500,000 square feet, and the main shop is the largest factory building under one roof in Great Britain.



This aerial view of the famous British Citroën Factory conveys some small idea of its magnitude. On the opposite page are interior views showing some of the processes of modern automobile production.

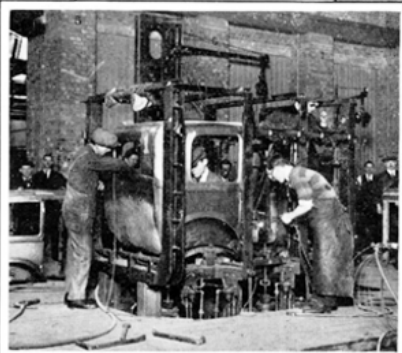
Interior views of
Citroën Cars Ltd.
Factory



Chassis Assembly

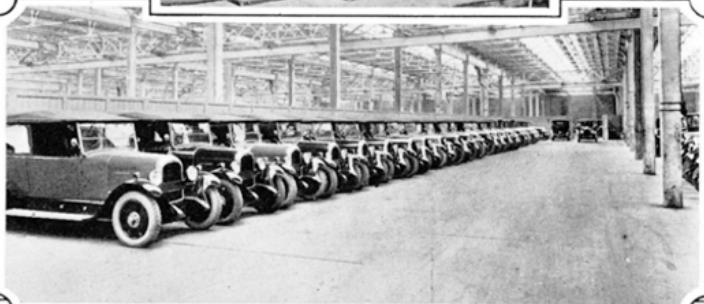


Body Finishing Line



Body
Assembly

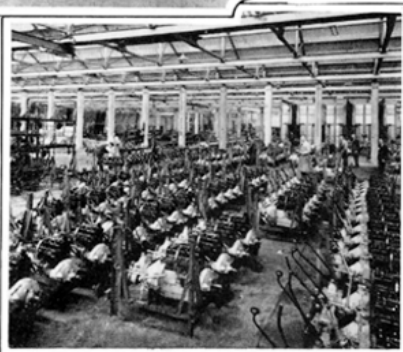
Complete Car
Delivery Bay



Road Test
Department

Engines
awaiting Tests

Slough
Bucks
England



The New Citroën SIX

Introducing the Citroën Six Models

IN submitting these models to the Australian Public, Citroën Cars Ltd., make the definite claim that they represent the greatest six cylinder car value in Australia to-day. They completely revolutionise previous conceptions of six cylinder cars produced by British manufacturers for the Australian Market.

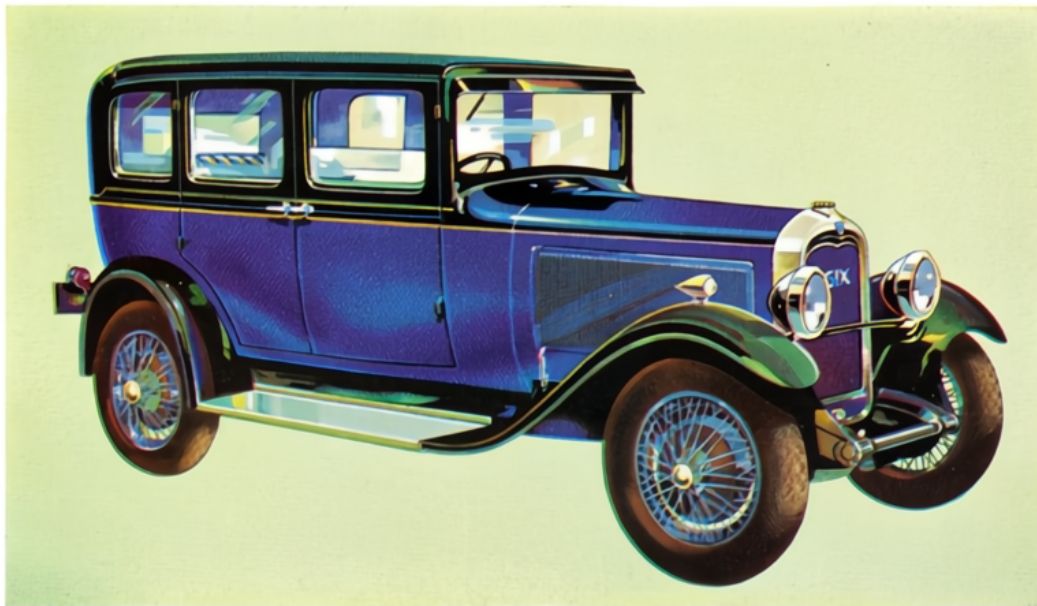
In these models has been achieved the culminating result of years of experience in motor car building, after a thorough investigation of Australia's requirements in motor transport.

Built at the famous works, Slough, Buckinghamshire, England, the Citroën Six has been tested, tried and proved triumphant under the most arduous conditions that Australian roads could impose.

The most rigid tests have been carried out in the presence of the leading motor editors in Australia, whose opinions appear elsewhere, and the consensus of their opinions can be summarised in one extract :

*"If England can give us more of the same sort, her fortune is made.
Australia will buy all she can deliver."*

Citroën Cars Ltd. have established their own Service Station at 97-99 Palmer Street, Sydney. Thus, in conjunction with Citroën Distributors, every buyer is assured of a service which has been established on similar lines to that put into operation by the famous English Factory



THE NEW CITROËN SIX SEDAN

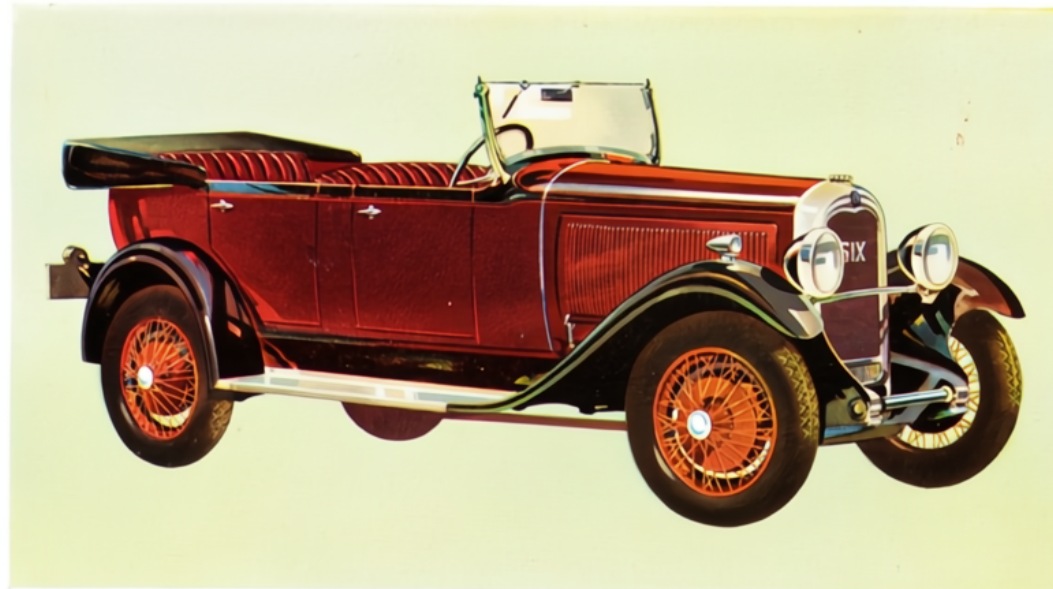
This body, mounted upon the famous Citroën Six chassis assures closed car comfort, together with remarkable performance and low first cost and upkeep.

Ample leg room for all passengers is assured. Four wide doors, interior light,

six windows open with quick action rotary levers, spring blinds for rear and quarter windows, sun shield, etc.

We invite you to compare this saloon with any other car anywhere near its price class.

EQUIPMENT: Vacuum Servo 4-wheel Brakes, Electric Lighting and Starting, 5 Lamps, Interior Lighting, Roller Blinds, Electric Horn, 5 Wire Wheels and Tyres, Wheel Carrier, Automatic Wind Screen Wiper, Driving Mirror, Oil Gun Chassis Lubrication. Facia Board carries Electric Starter and Ignition Switches, and controls for air strangler and slow running. The Clock, Speedometer, Ammeter and Petrol and Oil Gauges are grouped on an illuminated panel in the centre.



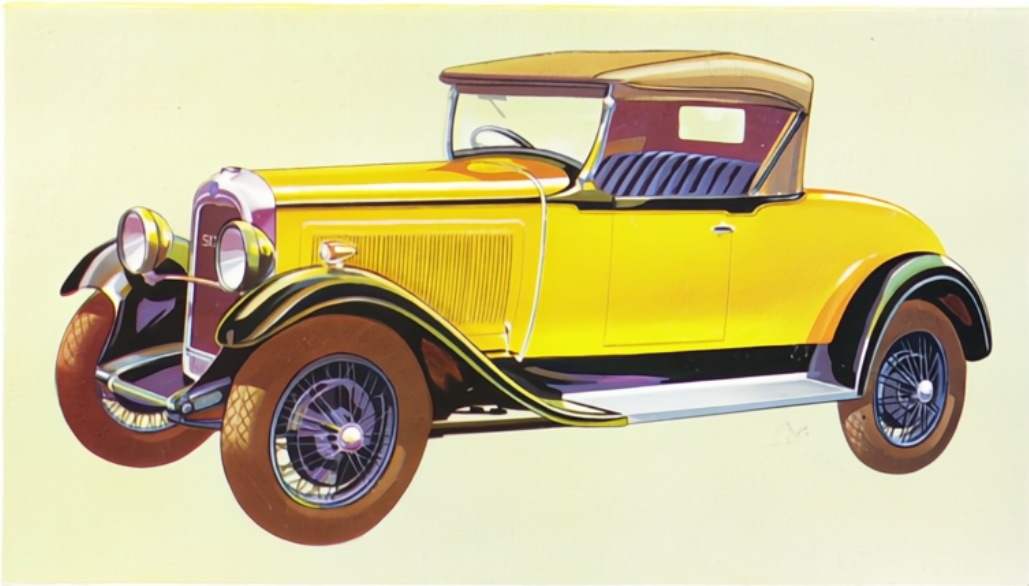
THE NEW CITROËN SIX TOURER

A full-sized six cylinder car, magnificently fitted — beautifully sprung — with superb braking, and which accommodates five people in absolute comfort, with generous leg room.

The rigid, all-weather side curtains make this car absolutely wind and rain proof, and as a top gear performer has no equal in any other production approaching its price class.

EQUIPMENT: Vacuum Servo 4-wheel Brakes, Electric Lighting and Starting, 5 Lamps, Electric Horn, 5 Wire Wheels and Tyres, Wheel Carrier, Automatic Wind Screen Wiper, Driving Mirror, Oil Gun Chassis Lubrication. Facia Board Carries Electric Starter and Ignition Switches, and controls for air strangler and slow running.

The Clock, Speedometer, Ammeter and Petrol and Oil Gauges are grouped on an illuminated panel in the centre.



THE NEW CITROËN SIX ROADSTER

An exceedingly attractive single seater, which will make an individual appeal to the discerning motorist.

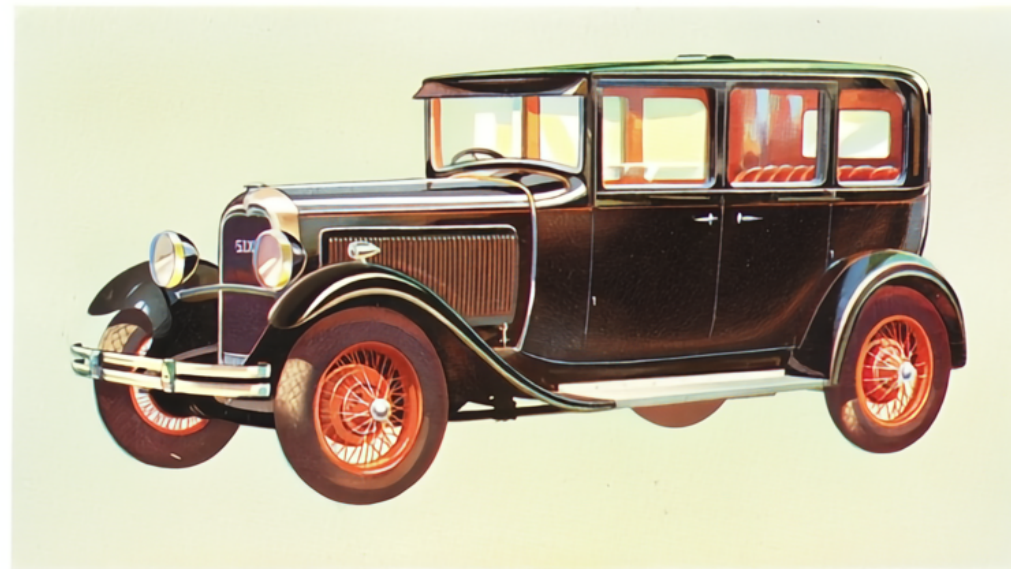
A top gear performance that must be experienced to be believed.

Rigid all weather side curtains give complete protection in all weathers.

This model is supplied either with a convertible dickey seat or with a commodious "boot" for luggage.

EQUIPMENT: Vacuum Servo 4-wheel Brakes, Electric Lighting and Starting, Electric Horn, 5 Wire Wheels and Tyres, Wheel Carrier, Automatic Wind Screen Wiper, Driving Mirror, Oil Gun Chassis Lubrication. Facia Board carries Electric Starter and Ignition Switches, and controls for air strangler and slow running.

The Clock, Speedometer, Ammeter and Petrol and Oil Gauges are grouped on an illuminated panel in the centre.



THE NEW CITROËN SIX DE LUXE SEDAN

Superb English coachwork supplies in this car the last word in Citroen comfort.

Every item of finish and appointment is carried out with a minuteness of detail that only English body

builders could accomplish.

The all-steel body and unsplinterable glass assure the maximum of safety in motor-ing. This superb production is the ideal car for the discerning motorist.

EQUIPMENT: Vacuum Servo 4-wheel Brakes, Individual Front Seats, Leather Upholstery, Interior Lighting, Roller Blinds, Folding Arm Rest, Attractive Illuminated Instrument Panel, Unsplinterable Glass all round, Front and Rear Bumpers, Luggage Grid, Chromium Plating, Oil, Air, and Petrol Filters, Lucas Biflex Lamps (anti-glare), Electric Lighting and Starting, 5 Lamps, Electric Horn, 5 Wire Wheels and Tyres, Wheel Carrier, Automatic Windscreen Wiper, Driving Mirror, Oil Gun Chassis Lubrication.

The Clock, Speedometer, Ammeter and Petrol and Oil Gauges are grouped on an illuminated panel in the centre.

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Australian Press Opinions :

Sydney Guardian :

"The New Citroën is the 'goods.' No better automotive example can be found than in the new Citroën. An entirely new car, as different from its predecessor as the Fords of the 'T' and 'A' vintages. So different a car—one so vastly improved and so suited to our conditions. And the price is right. It is truly competitive. A man-sized, six cylinder car at a price giving real value for the money."

Sydney Morning Herald :

"A brief demonstration of the new car showed that, while its power and general riding qualities are more advanced, it still preserves the good qualities of easy driving. The gear box is not difficult to operate, and although the car used was absolutely new, nevertheless it showed a creditable ability to 'hang-on,' and it made easy work of a particularly bad hill, 'rough,' and a mass of loose sand and stones near the Maroubra surf sheds."

Daily Telegraph Pictorial :

"The new Citroën Six is a headliner amongst top gear performers. During the test over the 'Pictorial' Course it dissipated once again the old idea that English Cars could not go anywhere on top gear. On the road the qualities which make most appeal are sweetness of running, and top gear flexibility and pulling. Even when driven 'flat out' the engine is as quiet as Federal Parliament at prayer time."

Sydney Sun :

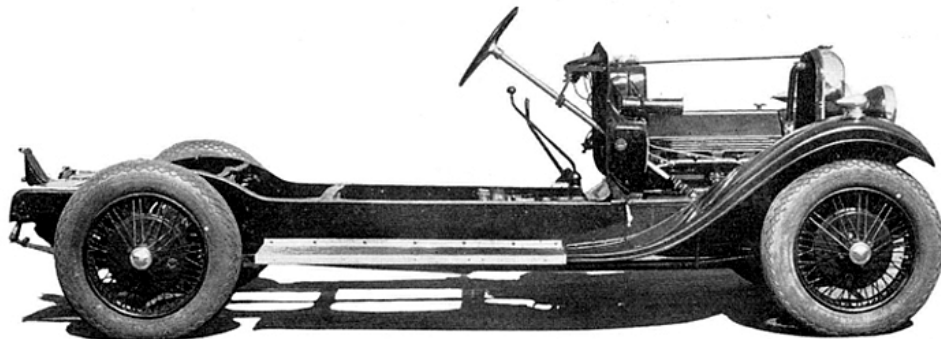
"Entering a fiercely competitive market the Citroën Six is equipped by its designers to fight its own battles of performance and price. It is a medium priced car with a wheel base of 117 inches ; a 20 h.p. motor which develops 45 b.h.p., vacuum servo four wheel brakes, chromium plating and very modern equipment. The operation of the new car, taken directly from the assembly shop, showed that this 'Six' was a powerful tractable vehicle easily driven, easily checked, with a rather astounding ability to climb up stiff grades at low speed without an engine knock. The motor was quite smooth when working under the hardest conditions—just as smooth as when touring along on a flat stretch."

Sydney Evening News :

"The top gear performance was found to be excellent. The motor does not seem to have a 'knock' even when pulling doggedly at low road speeds. It is able to drag up a stiff grade under high power without any tendency to shirk the task or grow bumpy. Exceptional for a car in its price class are the Citroën Westinghouse Vacuum Servo Brakes. A minimum of foot pressure on the pedal operates them and they bring the car to a quick, complete stop without any harshness or jar. It does not seem possible that so little pressure could stop the car, but the function of the vacuum servo system is to amplify the foot pressure by utilising the irresistible force of a piston hurrying to fill a vacuum in a cylinder."

Brisbane Truth :

"If England can give us more of the same sort, her fortune is made. Australia will buy all she can deliver."



THE NEW 20 h.p. CITROËN CHASSIS

Brief Technical Description

ENGINE UNIT. Six cylinder, water cooled, all six cylinders cast *en bloc*. Bore 72 m/m, and stroke 100 m/m, giving a cubic capacity of 2,442 c.c. Treasury rating 19.3 h.p. Cylinder head is detachable to facilitate decarbonisation. Aluminium pistons are fitted with special light steel connecting rods, lined with anti-friction metal for big end bearings.

Four-bearing specially balanced crankshaft with integral countershaft weights and vibration damper. Phosphor bronze main bearings lined with anti-friction metal. Four-bearing camshaft with special contour cams. Silent chain drive.

Adjustable valve tappets sealed with air-tight cover plate.

Forced feed lubrication to all bearings and valve gear by gear-driven pump, the oil passing through a special oil purifier conveniently situated on the left-hand side of the engine crankcase.

Solex vertical carburetter. Inlet and exhaust manifolds arranged so as to provide for the mixture being heated before admission. A petrol filter is provided, and at the carburetter air intake an air cleaner is installed which prevents dust and other impurities from entering the engine.

Battery and coil ignition, with automatic advance and retard, the distributor being situated in a most accessible position above the cylinder block. Water circulation is effected by means of a centrifugal pump situated at the front of the cylinder block. The fan is attached to the pump spindle.

ENGINE SUSPENSION. Four-point suspension on special shock-absorbing buffers.

ELECTRIC STARTER. Electric starter motor, very accessibly positioned on the engine, with provision for quick release of the Bendix pinion.

CLUTCH. Single dry-plate clutch.

GEARBOX. Three forward speeds and reverse, central ball change.

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BACK AXLE. Banjo type. Final drive by Gleason spiral bevel gears. Differential with four star pinions, internal expanding brakes.

TRANSMISSION. Open type, specially balanced tubular propellor shaft, with Spicer pattern universal joints at front and rear.

CHASSIS FRAME. The deep section frame is well braced, tubular cross members being fitted at the front, centre, and rear, giving exceptional strength and rigidity. The very deep section side members are finished on the outside, and form the running board valances.

SPRINGS. Inclined semi-elliptical springs throughout to avoid rolling and swaying.

SHOCK ABSORBERS. Hydraulic shock absorbers fitted to front and rear.

FRONT AXLE. Entirely new type front axle, with internal expanding brakes.

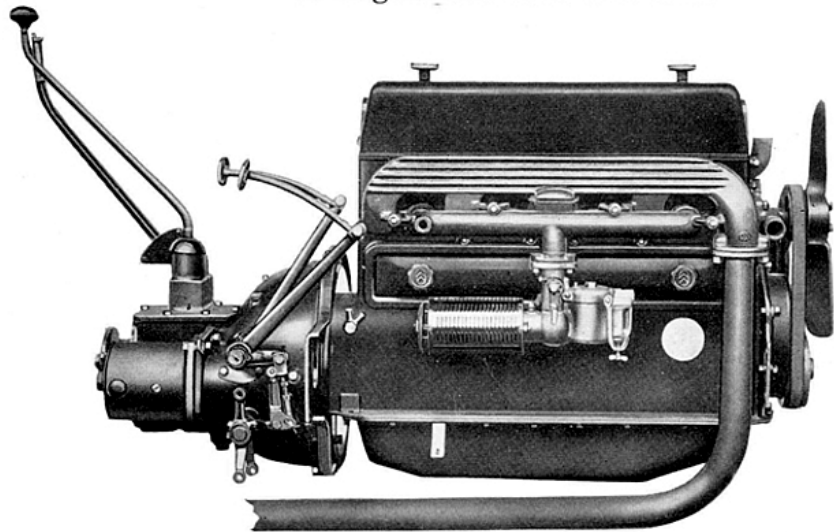
STEERING. Worm and worm wheel steering gear. Absolutely irreversible.

BRAKES. Four-wheel brakes operated by pedal through Citroën Vacuum Servo system (Westinghouse licence). Shock damper lever guides are fitted to front and rear brake cables. Ample and accessible provision is made for brake adjustment.

PETROL TANK CAPACITY. 12 gallons in main tank at rear, and approximately 2 gallons in subsidiary tank on dash, the petrol being drawn from the main tank to the subsidiary tank by means of a Weymann Exhauster.

WHEEL BASE. 9 feet 8½ inches. **TRACK,** 4 feet 8 inches.

Illustration of Engine and Gear Box Unit



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